



TEUTON SPY PLOT LAID BY RINTELEN IN 1906, IS CHARGE

Predicted European Crash
Then, Says Banker Who
Met Him on Arrival.

U. S. ATTORNEY GETS LABOR COUNCIL BOOKS

No Signs of \$500,000 Fund—Al-
leged Bomb Plotters Accused
of Conspiracy to Murder.

Germany's disavowal of the acts of Captain Franz von Rintelen, the propagandist who is accused of seeking to foment strikes in munition plants in this country, called forth a statement yesterday from a prominent banker in this city, who told of having met von Rintelen at a reception in the home of a wealthy brewer in Fifth Avenue in 1906.

The banker said that von Rintelen, now a prisoner in the Tower of London, and whose associates in this country are in the clutches of the Federal law, came here in 1906 to prepare to protect Germany's interests on the presumption that a European war was imminent.

"The reception at which I met von Rintelen," he said, "was given on the evening of February 7, 1906. Everybody seemed anxious to meet him. He flitted from one guest to another, addressing each in the particular language in which he chanced to have heard them conversing."

"Although an American citizen, I am of French birth, and naturally I spoke at times in French. Von Rintelen addressed me in excellent French and began talking about the Algerian affair. He had an office at 22 William Street, he said, and was associated with the Deutsche Bank."

"He asked me what I thought of the Algerian affair. I told him I did not think it was anything to become alarmed over, whereupon he said: 'I tell you that this affair is likely to lead up at any moment into a general European war. It is bound to come in a few years anyhow, and why not now?'"

Came to Start Plots.
"I learned afterward that von Rintelen was sent here at that time to lay plans and do the same sort of propagandist work he did a few months ago, when his spy work was discovered, and he was forced to leave the country."

"I asked him why he felt so confident about a general conflagration in Europe. He replied: 'The time has come for France to decide whether she will cast her fortunes with England or Germany. If she chooses Germany, all will be well. If she picks England, I assure you France will pay the cost of the war with French territory and French money.'"

"The manner of the man and the strength of his convictions startled me. I told him that if Germany forced a general European war she would bring upon herself the condemnation of the civilized world. I assured von Rintelen that I was an American citizen, and that if Germany projected such a war she would have to reckon with the hostility of America."

"This brought our conversation to a sudden close, von Rintelen remarking that if America was wise she would be on the side of Germany. Of course, the Imperial German Government has disavowed von Rintelen's acts, but this is only in keeping with the war plans of the army. I think there is a reference in the German War Book which says that should a spy or propagandist be found out by neutral power it was imperative that the Imperial Government denounce his acts."

Labor Council Books Here.
Practically all the activities of Labor's National Peace Council, alleged by the United States Attorney to have been financed by money supplied by von Rintelen, were laid bare yesterday before H. Snowden Marshall, the disclosures were made by L. P. Straube, secretary of the organization, which is said to have gone out of business when von Rintelen left the country.

The books and documents are abun-

dant, but give little indication of the sums amounting to \$500,000, said to have been doled out by von Rintelen through Lamar, and which subsequently are alleged to have found their way to an inner ring of the council. Copies of von Rintelen's papers and some of the originals taken from him by the British at Falmouth were given yesterday to Mr. Marshall by the State Department.

Five alleged bomb conspirators, all held in \$25,000 bail under two indictments, pleaded not guilty yesterday before Judge Mayer in the Federal Court on five supplementary indictments, including charges of conspiracy to commit murder. The men were Max Breitling, Dr. Herbert Kienle, the clock manufacturer; Lieutenant Robert Fay, of the German army; Walter L. Scholz, a contractor, and Engelbert Bronckhorst.

BLANK SHOT FIRED AT THE CAROLINA

French Cruiser Removed Chief
Steward—Another German
Not Wanted.

A blank shot fired by the French cruiser Descartes as she close to the steamer Carolina, of the New York and Porto Rico Line, really came to being under fire just after she left San Juan, December 8. But this single shot had all the thrills of an actual shelling for the passengers. Some of them were still nervous when the Carolina arrived yesterday. They told how the French cruiser stopped their ship and removed the chief steward, Carl Schade, a German.

Captain J. O. Foss, commander of the Carolina, denied that his ship had been shelled.

"We had just left the three-mile limit coming out of San Juan," he said. "The Descartes fired a shot from a popgun, one of her 6-pounders, I guess. We stopped at once, and a French officer came aboard. He called for Schade and hustled him off in short order."

The most thankful passenger aboard the Carolina was Charles Pfaltz, who almost joined Schade on the cruiser. His passport did not satisfy the French boarding officer, and despite the entreaties of his wife, who accompanied him, he had just been ordered into the cruiser's cutter when the officer asked how old he was.

"Fifty-five," said Pfaltz, and the officer let him stay.

Pfaltz, who is an electrical supplies dealer at 19 West 125th Street, had a moment of the declaration of the steps he would take to secure redress for his injured feelings from the State Department. He said he believed in the French and was not going to let a few bad apples spoil the bunch.

After consulting with the officers of the Carolina, Franklin D. Moore, president of the New York and Porto Rico Line, announced he would make no protest to Washington until he has heard from Captain Barbour, of the Comamo, a boat of the same line, which was also searched by the French cruiser.

WOMEN'S VISITS BETRAY OPIUM DEN IN LAUNDRY

Police Find Rich Layout and
\$3,000 Worth of Drug.

Limousines and fur-muffled women visitors with never a sign of a laundry bag brought disaster to Moy Sing yesterday. News of the numerous and mysterious callers at Moy's laundry, at 302 Broome Street, came to Commissioner Woods.

He ordered Detectives Johnson and Schandel to investigate. Yesterday afternoon detectives entered the laundry, each bearing a bundle of linen. As the Chinaman in charge of the store handed Johnson his check the detective caught a whiff of opium fumes. He and Schandel rushed to the rear of the store, threw open a door and found one of the most elaborate opium-smoking layouts the police have seen in months.

In a can the detectives found three quarts of refined smoking opium, said to be worth \$3,000. There were also half a dozen pipes, and a number of other articles.

Arrested and locked up at the Clinton Street police station were Moy Sing, the proprietor of the shop, and Louis Lin, said by the police to be secretary of the local On Leong, of 16 Mott Street. Lin is suspected of being a dope distributing agent for whom a long search has been made.

Conditions in The Bronx became serious when the fire alarm system went out of order. Telephone service from the outlying districts, including the police signal wires, was also impaired. For more than an hour residents of City Island were without electric lights.

The first real touch of winter left the ships anchored in the harbor sheathed with ice and sleet. Incoming liners were delayed by the storm and ships that reached Quarantine during the night had hard work poking their way to their berths.

A wind that swept the Bay at a sixty-mile rate tore many small craft from their moorings and drove the hardy Staten Island commuters to the shelter of ferryboats.

The Espagne, of the French Line, which was due yesterday, probably will not dock until this afternoon or tomorrow morning. The Tenedores, of the United Fruit Company, and other ships which arrived yesterday came into the harbor like miniature icebergs.

Her mail ship, tipped away in the gale, the schooner America, loaded with stone, from New York for Islip, was driven around inside Fire Island inlet last night. She was pulled off by a motor fishing sloop and was towed into the bay to anchorage. Later she dragged her anchor and went ashore again, but was reported by the Fire Island coastguard to be in no danger.

Tug Sent to Aid Tanker.
The Standard Oil Company sent a tug to the assistance of the tanker Vesta, which reported a breakdown while anchored off Staten Island, but had lost her starboard anchor and was dragging her other anchor.

All the rules and formalities which govern admission to the Municipal Lodging House were dispensed with by William A. White, the superintendent, in his plans to give relief to the storm sufferers. Up to 10 o'clock, he said, 502 men, women and children had been admitted. Each received a hot meal, a warm blanket and a clean bed. Eighteen of the women had children with them.

Firemen were assigned, in conjunction with the police, in patrolling the streets on the lookout for fires in all parts of The Bronx. To add to the difficulties of telephone service, a telegraph and telephone pole at Arthur and Tremont avenues fell soon after 10 o'clock, carrying with it 100 or more trunk lines.

A report from Netcong, N. J., said that the town was covered by three feet of snow and the surrounding roads were blocked with six to ten-foot drifts. All trolleys were stalled, and the Netcong express was held up in drifts one mile from the city. Automobile parties caught in the storm had to stop for the night with farmers.

"Not an electric train has moved since 7 o'clock," said A. R. Whaley, vice-president of the New Haven railroad, in a statement issued at mid-

2 CHILDREN AND A MOTHER DIE IN HARLEM FIRE

Boy and Girl, Lost Among
Rushing Tenants, Caught
by Flames in Hall.

WOMAN SUCCUMBS LYING IN STREET

Storm Delays Engines, and Ice-
Covered Fire Escapes Pre-
vent Quick Exit.

A fire that started in the dumb-waiter shaft of the tenement house at 139 East 110th Street and mounted rapidly to the fifth floor, where the flames spread to several apartments, caused the deaths yesterday afternoon of a woman and two small children. Ice and snow on the fire escapes made exit from the building difficult and the tenants took to the stairs in the confusion five-year-old Lillian Diamondstein broke away from her mother and ran to the top floor, where she was burned to death.

Others who lost their lives were Mrs. Rebecca Liebowitz, who was groping in the smoky hall on the third floor for her son Isidore, five years old, when she was overcome. She died in the street, where she was carried by firemen who stumbled across her. Her little boy was found dead on the stairs leading to the fifth floor. He was suffocated.

Snow delayed the engines in getting to the burning building, and the high wind aided the fire in its swift spread through the building. A score of frightened women were dragged from burning hallways by Patrolmen Snowden and Hayes.

There were eighteen families in the house. In practically every apartment at the time the flames were discovered there were children, driven indoors by the storm.

The Diamondstein apartment was on the third floor. Mrs. Diamondstein, a large woman, was heard to cry for fire to put wraps around her daughter. In the hall other tenants were rushing back and forth, and smoke was rolling heavily from the shaft, half blinding every one. Somehow little Lillian's hand slipped from her mother's. Believing the child had gone downstairs in advance of her, Mrs. Diamondstein went to the street and was still inquiring among Lillian's playmates when a fireman came out with the child's body.

The Liebowitz boy broke away from his mother in a moment of smoke near the door of their rooms on the fourth floor. Thinking he could reach the roof, he ran upstairs just as the fire burst through the dumbwaiter shaft and spread through the top floor.

WIND AND SNOW SWEEP COAST LINE

Continued from page 1

creditable in the circumstances. Drifts formed in the more open country of Bergen County, clogging the lines.

East of Somerville the New Jersey Central Railroad kept the trains running close to schedule, but there was trouble west of that station. Wires blown down hindered Philadelphia & Reading trains. The Pennsylvania Railroad reported that its trains from fifteen minutes to half an hour late to stations this side of Philadelphia. No report could be obtained from the Erie.

Among the results of the storm in Westchester County was the blocking of the trolley line between Yonkers and Hastings-on-Hudson, which turned hundreds of passengers.

Crowded trains came to a standstill in the Bronx. Yonkers reported eight inches of snow, Ossining ten and Peekskill, fourteen inches.

Commissioner Frazer reported at midnight that a severe snow storm driven snowploughs had been used in the effort to keep the streets of Manhattan open to traffic. More men were needed, he said, to clear the streets and dump the snow into the sewers. Slush and water were several inches deep at Herald Square last night owing to the clogging up of the sewer drains.

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A wave of heat and smoke met him on the stairs, and he lay not far from the spot where the charred body of the Diamondstein girl was found.

Mrs. Liebowitz ran up the stairs after her boy, but was overcome by the smoke and fell unconscious. Patrolman Snowden, making a last dash into the blazing fourth floor hall, saw her lying on the stairs and dragged her down to the street. Dr. McGreeen, of the Harlem Hospital, and employees of the Consolidated Gas Company plant, at First Avenue and 111th Street, worked with a pump, but she died while the effort to revive her was being made. The damage was estimated at \$5,000. Homeless families were given shelter in adjoining tenements.

SHOVELLERS, WATCH FOR ONE EX-PRESIDENT

Last Seen, Mr. Taft Was Run-
ning Through Storm for Train.

At 8:45 o'clock last night William Howard Taft, then in the middle of a speech about the plan he advocates for the establishment of international peace, was softly reminded that he just had time to catch his train for New Haven. Mr. Taft snatched his coat from the table and started, com-muter-like, for the station. It is doubtful whether he reached home, however, for trains on the New Haven stopped running regularly at 6 o'clock because of the storm.

At a late hour last night Mr. Taft could not be found. He probably stopped over with his brother, Henry W. Taft, for no policeman reported the finding of a snow-beaten ex-President. Before he dashed for the train, however, Mr. Taft gave a clear exposition of the way "Toward International Government" to the 200 diners of the Congressional Club at his Christmas meeting at the Hotel Marlborough.

Mr. Taft said that the justiciable questions between nations should be settled by an international court; all non-justiciable questions likely to cause war should be submitted to a commission of conciliation. He means to make a difference to one or the other of the two tribunals, and should begin war, all other nations in the international agreement would be obligated to make war on the aggressive power. Last, from time to time, international congresses should be held to study and make more definite international law.

ASKS TO AID AIR DEFENCE

"Mile-a-Minute" Murphy Would Teach
National Guard Aviators.

"Mile-a-Minute" Murphy, the dare-devil member of the Police Department, is asking the National Guard to give him permission to give instructions in driving aeroplanes and also to act as air scout for the national guard when he is not busy trapping speeding motorists.

Since the time he rode a bicycle sixty miles an hour, paced by a train, Murphy has devoted himself to aviation, making one of the aeroplanes. In a few months ago he went to the Jamaica Hospital, after being struck by an automobile, and while recovering he devised his safeguard, which he will not describe until it has been patented.

night. "This is the worst tie-up we have had in years. The transmission feed wires are down as far as Bridgeport. Telegraph and telephone wires are down in many places. Trains are stopped as far as Stamford and Bridgeport. Station masters have been authorized to notify passengers in the stalled trains that no trains will move until the storm abates."

Lost in the storm for more than three hours, Katherine Guardian, five years old, of 356 Broome Street, was huddled against a building at Mulberry and Bayard streets last evening. Patrolman James Kelly, of the Elizabeth Street police station, found her. She was exhausted. After drinking several cups of hot coffee she told Dr. Ridgway, of the Hudson Street Hospital, that she had lost her way in the snow-covered hedges from home.

A steamboat, supposed to be an out-going Long Island Sound liner, came to anchor off City Island at 8:30 o'clock last night. No passengers were taken off, so far as is known. The States Island, shivering before a seventy-mile gale, was in partial darkness early this morning, electric light wires being down. The Silver Lake, Brighton Heights and Port Richmond and Shore trolley lines stopped running at midnight. The milkmen, due at midnight, had not arrived, and a shortage of milk this morning was expected.

The Staten Island Transit steam trains and the Tottenville division trains were running, though behind schedule.

Blocked Subway Adds to Pleasure of First Snow

A short circuit at the Brooklyn Bridge subway station at 4 o'clock last night tied up the system from Atlantic Avenue, Brooklyn, to The Bronx. Traffic was suspended not more than thirty minutes, but it came at such a critical time that, two hours later every express train was an hour late, and local trains were at least a half hour late. The exact cause of the trouble was not known last night. One of the Interborough officials, who happened to be coming into the Brooklyn Bridge subway station at the time the trouble started, said that it would be impossible to tell the cause of the tie-up until the trains that were passing through the Brooklyn Bridge station had been examined in the morning.

Frank Hedley, general manager of the Interborough, said last night at his home at 26 East 85th Street, Yonkers, that the cause of the tie-up was a short circuit caused by the storm. "As yet we have not perfected anything," he said, "to prevent snow from blowing under the tracks when the trains come out from under the subway. Another great difficulty is the snow accumulating on the top of the tracks. When they reach the tunnel the snow melts on the third rails, making conditions favorable to a short circuit."

Whatever the cause, a short circuit started from train No. 3, about the middle of the Brooklyn Bridge station. The current jumped from the third rail through the wet ties to track No. 2, and thence to the telephone cables strung under the downtown island platform. Immediately the lights went out, and the light made by the spluttering short circuit was dimmed. A cloud of smoke that rolled from the wet ties and burning cables.

The train dispatcher at once shut off the power on every track. A small panic followed at the Brooklyn Bridge station, where there was a wild scramble to escape from the smoke and flames. A half dozen crowded trains were stalled in the tunnels under the East River.

After a hurried investigation it was decided that the cause of the trouble was a fuse blown in a Brooklyn express train, and this time the exact location of the trouble was found.

Traffic had been resumed again on all lines for about half an hour when the elusive current broke forth, splitting and fuming about the wet tracks, and the uptown express trains were tied up for four minutes. By this time every train had been packed as tightly with passengers as trainmen and guards could jam people in, and the platforms were crowded. A woman was carried unconsciously from a who was revived before an ambulance was called.

During the time that the express tracks many



White Rock
WATER
Blends
incomparably
with all liquors

58 SPEEDERS FINED; 3 SENT TO JAIL

Chauffeur Pays \$100 on Fourth
Conviction—Doctor Held
for Trial.

Drivers of autos who violate the speed laws received no mercy from Manhattan and Long Island judges yesterday. One, a fourth offender, was fined \$100; three others, third offenders, paid \$50 each, and fifty-four first offenders were fined \$25 each. Two others were sent to jail for two days and one for thirty days, and a doctor was held for trial on a charge of driving an auto while intoxicated. A new-ark chauffeur was arrested yesterday on a charge of manslaughter.

William Kennedy, twenty-seven years old, of 623 Cortlandt Avenue, The Bronx, was the fourth-time offender. He is a chauffeur for a Wall Street broker and was speeding up Fifth Avenue on Saturday when arrested. His conviction yesterday carries with it the revoking of his chauffeur's license.

The third-time offenders were Larry Dooley, of 300 West 107th Street; William Esselberg, of 736 St. Nicholas Avenue, and Harry Schlerkorn, of 353 East Tenth Street. They, with autos, were rounded up by Commissioner Woods's speed squad of motorcycle men.

Frederick H. Wachs, of Union Course, L. I., and Robert Friday, of Jersey City, convicted before Magistrate Miller, in the Jamaica Court, of speeding, were committed to jail for two days each. Six others, among them Dr. Victor Melzer, of 225 West Eighty-sixth Street, Manhattan, and the 825 fines.

Dr. Frederick Schmidt, of 222 East Fifty-third Street, arraigned before Magistrate Frothingham, in Yorkville Court, charged with driving an auto while intoxicated, was held in \$500 bail for trial.

Jacob Oppenheimer, of 9 Patchen Avenue, Brooklyn, convicted on Thursday of escaping after he had run down a three-year-old girl on August 12, was

switched to the local tracks, and for weeks after the storm the circuit of the local tracks were filled with interrupted lines of trains. It was three hours before the regular schedule was resumed.

A subway jam drove an extra crowd on to already groaning Brooklyn Bridge. Captain Edward O'Toole of the bridge station had all his available men in the station, but the traffic across the bridge—traffic that moved only with difficulty because of skidding automobiles and truck wagons stalled with horses that were not yet shod for winter.

One Killed, Nine Hurt, During Yesterday's Storm

CAMPBELL, Andrew, two years old, shot, struck, by a car, killed. (Continued on page 2.)

INJURED. Frank, twenty-seven years old, struck by a car, injured. (Continued on page 2.)

HARD, Norby, seven years old, 311 West 125th Street, struck by a car, injured. (Continued on page 2.)

LIGHTS. William, two years old, struck by a car, injured. (Continued on page 2.)

MILLER, John, twenty-six years old, machine operator, 634 Madison Street, killed. (Continued on page 2.)

O'DEA, Dr. James, physician, 100 East 10th Street, struck by a car, injured. (Continued on page 2.)

WINTER, Julius, thirty-three, 3-Jamez Street, struck by a car, injured. (Continued on page 2.)

Ice, Wind and Snow Grip Upstate Districts

Poughkeepsie, N. Y., Dec. 13.—This city was visited by a real blizzard to-day and this evening the storm continues unabated, with a high wind prevailing. The fall of snow has reached fifteen inches, and no trolley cars or automobiles are running. Trains on the Central New England Railroad are completely tied up, and on the New York Central are considerably behind their schedule. The service of the telephone and telegraph companies is badly crippled.

Troy, N. Y., Dec. 13.—The worst storm since the blizzard of February, 1914, struck this section to-day. This evening twelve inches of snow had fallen, and reports from the outlying districts of Rensselaer County state that there are two feet of snow on the hills and in the woods. Few cars are moving. The Batson & Maine and Delaware & Hudson trains were much behind their schedules.

Middletown, N. Y., Dec. 13.—A blinding snowstorm visited this place to-day and continued throughout the night. About five inches of snow fell here. Traffic on steam and electric roads is at a standstill.

STORM STEALS HATS, BUT MAN IS JAILED

He Talked Harshly to Policeman
in Scramble—Sent Home.

At Peck Slip and South Street early last night, the hat of Daniel Cronin, of Ocean Avenue, Jersey City, took flight with several other hats, including the cap of Policeman Henry McCarthy. All the owners joined in the scramble, and Cronin grabbed the hat he thought was his own, but soon discovered his error.

"Get my hat for me!" he ordered McCarthy, but the policeman replied that his own new cap needed attention first. Cronin reported McCarthy to Police Headquarters, whereupon McCarthy arrested him for disorderly conduct. Magistrate Krotel sent Cronin home, with his wife, still hatless.

Patrolman McDonald, the "Babe" McDonald, of athletic fame, arrested Daniel James, an electrician, last night on the charge of Manager Albert Singleton, of the Hotel Woodstock, Forty-third Street and Broadway. A new overcoat belonging to Charles T. Hall, a guest, was found, it was said, on James. "Babe" McDonald, carrying the overcoat, was so big that he broke the spring in one of the swinging doors to the court.

J.M. Gidding & Co.
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NO GIFT IS MORE WELCOME THAN THE PRACTICAL GIFT—THERE IS NOTHING MORE HANDSOME OR APPROPRIATE THAN A RICH FUR-TRIMMED WRAP—A BEAUTIFUL GOWN—LUXURIOUS FURS—A FASHIONABLE FUR-TRIMMED MOTOR COAT—A SMART HAT—OR A Dainty Blouse—AND THE ACKNOWLEDGED LUXURY OF GIDDING APPAREL MAKES USEFUL GIFTS DOUBLY APPRECIATED.

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WE ARE NOW FEATURING:

*Entirely New Styles
made from surplus stocks
of exquisite Materials
AT MUCH LESS
THAN USUAL PRICES*

sent to the Queen County Jail for thirty days by Judge Humphrey, of the Queens County Court.

AUTO BALKS; OSBORNE WALKS
Marooned Warden Hikes four Miles in Snow and Storm.

Returning to Sing Sing from White Plains last night, the automobile of Thomas Mott Osborne broke down four miles from the institution. With his secretary, the warden walked home through fourteen inches of snow in the heavy storm. He arrived at the prison none the worse for the trip and declared he had had a bully time. The storm practically cut the prison off from the outside world, so far as telephonic communication was concerned.

In the height of the storm Justice William A. Ransom, of the City Court, and a group of church workers arrived at the prison. Leaving the prison Justice Ransom said he was delighted with the improvement in the place. Osborne is working wonders," he said.

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Gifts of Distinction

The most acceptable gift is that one which not only combines utility with attractiveness, but which expresses the discriminating good taste of the giver. There are hundreds of interesting articles in this store—from which we believe you may easily select "the most acceptable gift" for everyone on your list. *It Pays to Buy the Best.*



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